



## Feds Keep Busy with Rules, MAP-21, and the Highway Trust Fund

By Shawn Conrad, Senior Planner

### MEMBER JURISDICTIONS:

Grandview  
Granger  
Harrah  
Mabton  
Moxee  
Naches  
Selah  
Sunnyside  
Tieton  
Toppenish  
Union Gap  
Wapato  
Yakima  
Yakima County  
Zillah

### YVCOG EXECUTIVE COMMITTEE:

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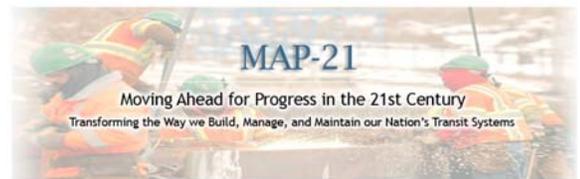
311 North 4<sup>th</sup> Street, Suite  
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### MAP-21 Rulemaking and Performance Measures

Federal rulemaking for the federal transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), which expires October 1, 2014, is now in full swing. Among other things, these rules will govern how performance measures required by MAP-21 will be developed and implemented. These performance measures are likely to ultimately affect how funds are expended in regions. WSDOT is working to develop a collaborative process, to start in fall 2014, for establishing performance measures. WSDOT will have one year to develop their performance measures, and after that, MPOs will have six months to establish theirs. YVCOG will be paying close attention and weighing in to represent the needs of the region.

### MAP-21 Reauthorization

Now that the MAP-21 rules are coming out and the legislation is expiring, there has been some movement on reauthorization or replacement of MAP-21. On May 9, the Obama Administration released a new four-year, \$301 billion transportation bill called the Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act (GROW America Act) (<http://www.dot.gov/grow-america>). Not be outdone, on May 15, the Senate Environment and Public Works Committee approved a \$265 billion MAP-21 reauthorization bill (<http://tinyurl.com/k2tmlgg>). In June, the House is expected to consider an extension of MAP-21 through May 2015. How to pay for it? The extension would be funded by savings gained from stopping Saturday mail service and funds transferred from the Leaking Underground Storage Tank Trust fund.



Keep up on MAP-21 developments at  
<http://thehill.com/social-tags/map-21-reauthorization>

### Highway Trust Fund

And speaking of how to pay for it, has anyone heard that the Highway Trust Fund (HTF) may not be in the greatest shape? Unless things change, the HTF is projected to become functionally insolvent in July or August. The HTF is generated by the federal motor fuel tax, and funds the majority of federal transportation. The gas tax hasn't been increased since 1993; meanwhile, the types and amount of federal transportation expenditures have continued to increase. More recently, the funding imbalance has been exacerbated by increased fuel efficiency and decreased gas and diesel usage. During the past five years, infusions from the General Fund have kept the HTF going. To keep funds moving to the states and projects on target, Congress will have some tough decisions to make about the future of the HTF, but is generally expected to come up with some kind of temporary fix during this election year.



## Naches-Tieton Road Project Gets Done

The Naches-Tieton Road Improvement Project has been more than 15 years in the making. Naches-Tieton Road is a steep, winding, heavily-used truck route leading from U.S. Highway 12 to Tieton and Cowiche. The project consisted of widening and realigning the roadway from North Cowiche Road to Ranger Road to improve vehicle safety, freight mobility, and multimodal access. The project provided two 12-foot travel lanes, one 11-foot hill climbing lane, and 8-foot paved shoulders that are part of a designated bicycle route. The project was funded with \$5,146,750 in federal Surface Transportation Program (STP) funds, and \$1,483,700 in local funds. The project ribbon cutting was held May 29 and the road is now open. This was a huge win for the region and shows what persistence and regional collaboration toward shared goals can do. Congratulations!



### Your YVCOG Staff:

Chris Wickenhagen, Interim Executive Director/ Administrative Finance Officer  
Brian Curtin, CTR Coordinator  
Vacant, Senior Transportation Planner  
Shawn Conrad, Senior Planner  
Joseph Calhoun, Planner  
John R. Rohrbaugh, GIS Analyst/Systems Administrator  
Tamara Hayward, Office Specialist  
Vacant, Office Specialist



## Yakima County FEMA Maps Status Update

*By Joseph W. Calhoun, Planner*

The Physical Map Revision (PMR) project for Yakima County is now in the post-preliminary stage. Draft maps can be downloaded from <https://hazards.fema.gov/femaportal/prelimdownload/>. Once at the website, simply select the State of Washington and Yakima County from the two drop-down menus. A public meeting is tentatively scheduled for sometime in June or July 2014. Following the public meeting, a 90-day appeal period will begin. A letter of final determination will be issued, anticipated to be in February 2015, and the effective date will be six months after that. If the current schedule is adhered to, the maps will be effective in August 2015.

Even though the tentative effective date is still more than a year away, familiarizing your jurisdiction with these new maps will help make the transition much easier for elected officials, staff, and developers. If a new development is being proposed that is not currently in a floodplain/floodway but is shown in one of those areas on the draft maps, be sure to let the developer know. Compare and contrast the draft maps with your current FIRM maps to see what any changes may be. After reviewing changes, you may find it necessary to further study or research certain areas to ensure that the change is appropriate.

### MAY MEETING HIGHLIGHTS

#### MPO/RTPO TAC — May 8

- Yakima County Trails Plan
- STP Funding Programming

#### MPO/RTPO Executive Committee & Policy Board— May 19

- Resignation of J. Page Scott as YVCOG Executive Director
- Approval of Yakima Valley Regional ITS Architecture Plan

#### YVCOG Executive Committee — May 19

- Appointment of Christina Wickenhagen as YVCOG Interim Executive Director

#### YVCOG General Membership — May 21

- Yakima County HOME Consortium program update provided by Andrea Reyes, Yakima County Public Services Senior Program Analyst.



# Memories ...



*Au Revoir!*

## Goodbye, Page!

As many of you already know, Page Scott resigned as Executive Director of YVCOG after nearly nine years of service. Page started here as a Senior Planner in 2000. After a couple of years, she resigned her position to return to school and earned her law degree. In 2005, she returned as the Executive Director. She devoted many hours into the growth of our communities and the people who live in them. Her expertise in transportation speaks for itself. Page was on multiple national, regional, and local transportation boards and committees. She was an advocate for the Yakima Valley with a passion for YVCOG members.

Page accepted a new and exciting position as Planning Director at the Central Texas Council of Governments. Her new position encompasses seven counties and provides services beyond transportation and community planning, such as 911 operations, homeland security, and housing assistance. Page has been a great asset to our region and will be greatly missed. We wish her the best in her new position and thank her for her years of service and dedication.

## Sayōnara!



*Ciao!*

**Best of Luck, Page!!!  
You Will Be Greatly  
Missed!**

*Adios!*



## TIB Call for Projects

By Joseph W. Calhoun, Planner

The 2014 round of Transportation Improvement Board (TIB) grants is now open. TIB funds arterial street and sidewalk projects in urban areas and small cities. The graphic below depicts the anticipated funding amounts per program, along with this year's schedule.

In 2013, TIB funded more than \$110 million to projects throughout the state. Locally, almost \$3 million in funding was received from TIB in 2013 for the cities of Zillah (\$1m), Yakima (\$783k), Union Gap (\$597k), Toppenish (\$344k), and Selah (\$191k).

Urban projects are those projects that are within a city with population of 5,000 or more and counties with urban unincorporated areas. Eligible Urban projects must be located within the federally designated urban area and be in compliance with the Growth Management Act (GMA) at the time of the grant award. The Small Cities program is for cities with a population of 5,000 or less and GMA compliance is not required. Each program is different in terms of maximum amount, matching funds percentage, and application questions so be sure to review the specific program(s) you may be interested in.

2014 Call for Projects – Anticipated Program Sizes	
Urban Arterial Program	\$75.0 M
Small City Arterial Program	\$12.0 M
Urban Sidewalk Program	\$5.0 M
Small City Sidewalk Program	\$3.0 M

For complete information on the grant program, visit <http://www.tib.wa.gov/grants/Grants.cfm>.

2014 Call for Projects – Schedule	
Preliminary program call size presented to board	May 29-30, 2014
Applications posted online	June 2, 2014
Funding Workshops	June 3-16, 2014
Deadline for applications to be postmarked	August 22, 2014
Application Evaluation and Field Reviews	Sept. - Oct. 2014
Final call size/project list presented to board	November 20-21, 2014

## HSIP Call for Projects

Don't forget! The Highway Safety Improvement Program (HSIP) call for projects is still open. This program funds preliminary engineering/design, right-of-way, and construction phases of safety projects on all public roads. Projects must be consistent with the Washington State Strategic Highway Safety Plan, Target Zero (<http://tinyurl.com/TargZero>).

There is a 10% local match requirement. Applications will be reviewed based on data from WSDOT's collision database for the years 2008-2012. YVCOG has mapped these data and can provide a map of collision locations upon request. For more information, contact Shawn Conrad at 574-1550 or [conrads@yvco.org](mailto:conrads@yvco.org). Applications are due **July 16**. Visit <http://tinyurl.com/HSIP-Info> for more information.

## Open Government Trainings Act

By Joseph W. Calhoun, Planner

Recently passed by the State Legislature, ESB 5964, AKA "The Open Government Training Act," goes into effect on July 1, 2014. This bill requires open government training for elected officials, members of governing bodies (boards and commissions), and public records officers. The bill requires training for both records retention and open public meetings. Training must be received no later than 90 days from taking an oath of office or the assumption of official duties. Training that is completed in 2014 prior to July 1 also will meet the requirement. The trainings need to cover the following topics:

- Open public meeting training: the basics of the Open Public Meetings Act
- Records Training: the basics of the Public Records Act (RCW 42.56), consistent with the Attorney General's Office Model Rules (<http://tinyurl.com/lntvqo8>)

The Attorney General's Office has provided a comprehensive webpage on the new act, which discusses the act in detail, provides training videos and documents, and also includes a Q&A on the basics of the act: <http://tinyurl.com/la3covt>.

In addition, YVCOG is working with the Department of Commerce to bring a special topics Short Course on Local Planning to the region in September which will fulfill the training requirements. More to come soon.



### JUNE COMMITTEE MEETINGS

**MPO/RTPO Technical Advisory Committee**  
Cancelled due to lack of agenda items

**MPO/RTPO Executive Committee & Policy Board & YVCOG Executive Committee**  
Monday, June 16 at 1:30 p.m.

LOCATION: 311 North 4th Street, Yakima  
\* The 300 Building \* 2nd Floor \*

**For more info, call (509) 574-1550.**

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# Try a Non-Commute to Work!

By Brian Curtin, CTR Program Coordinator



So, you think you've heard it all: carpooling, public transit, vanpools, compressed work week — and you've even tried riding your bike and walking to work. Now something you've probably never heard of before, called telecommuting, comes

along and you're *just wondering...* "is this something that could work for me and my company?"

Telecommuting is working at home or at a satellite office or telework center near home one or more days a week — instead of commuting to the main office or place of business. Telecommuting (often called telework or alternative officing) reduces the work commute, which conserves fuel, relieves traffic congestion, and improves air quality. Telework can result in higher quality work at a lower cost. In addition, it empowers people to work independently and have greater control over their lives. That's why many experts are calling telecommuting "a significant working arrangement for the future." It is estimated that there are currently 12 million telecommuters.

There are powerful reasons for the popularity of this relatively new work arrangement:

- Organizations' desire to recruit and retain the best employees.
- Pressure on organizations to improve the bottom line by doing more work and getting better results with fewer resources.
- Rapid development of technology that allows fast and easy movement of information.
- Increasing concern with the environmental, social, and personal costs of commuting.
- Employees' need to balance work and home lives as the number of two working-parent and single-parent households rises.

How telework benefits your organization:

- Improved effectiveness and work quality.
- Higher employee morale and job satisfaction.
- Increased ability to attract and keep valued employees.
- Greater employment opportunities for persons with disabilities.
- Increased ability to meet air quality or transportation mandates (CTR survey ring a bell?)

How telework benefits your employees:

- They have the opportunity to be more creative and more productive, and to do higher quality work.
- They feel better about themselves and their job because they are given trust, responsibility and independence.
- They save time and money, and have less stress because they commute less.

How telework benefits your community:

- Decreased traffic congestion.
- Cleaner air.
- Conservation of limited energy resources because of lower gasoline consumption.

It is imperative that you determine up front how you will define the success of your telecommuting effort. Set program objectives that can be measured by results. Gathering information regarding the home environment, work environment, attitudes toward telecommuting, job performance, job satisfaction and travel patterns is necessary to evaluate the success of your program.

With all of this in mind, the good folks at Kitsap Regional Coordinating Council developed and conducted a 15 month study of Telework in Kitsap County. This pilot project was funded by a grant from the Washington State Department of Transportation (WSDOT). The Kitsap Telework Pilot Project received the 2009 Puget Sound Regional Council Vision 2040 Award in recognition of its work toward the Vision 2040 goals to promote a more livable region through wise growth management, economic, and transportation strategies.

The project's mandate was to provide tools to enable employers to implement telework in their organizations and to provide community leaders with guidance to promote the adoption of telework in their communities. To address the first goal the project has produced a comprehensive online **Telework Toolkit** that provides information for employers, employees, and managers. Readers are encouraged to explore the toolkit at [www.teleworktoolkit.com](http://www.teleworktoolkit.com).



# Biking to Work Increases 60 Percent Over Last Decade, Census Bureau Reports

*From US Census Bureau press release about the release of this report, "Modes Less Traveled — Bicycling and Walking to Work in the United States: 2008-2012."*

Many U.S. cities are seeing an increase in bicycle commuters, according to a U.S. Census Bureau report, "**Modes Less Traveled — Bicycling and Walking to Work in the United States: 2008-2012**," (<http://www.census.gov/prod/2014pubs/acs-25.pdf>) released today. Nationwide, the number of people who traveled to work by bike increased roughly 60 percent over the last decade, from about 488,000 in 2000 to about 786,000 during the 2008-2012 period. This is the largest percentage increase of all commuting modes tracked by the 2000 Census and the 2008-2012 American Community Survey.

Today the Census Bureau also released a new commuting edition of the interactive map Census Explorer, which gives Web visitors easy click-and-zoom access to commuting statistics for every neighborhood in the U.S. It also shows how commuting has changed since 1990 at the neighborhood, county and state level — including how long it takes to get to work, commutes longer than an hour, and number of bikers. This edition of Census Explorer uses statistics from the American Community Survey, the best national source of commuting statistics down to the neighborhood level.

While bicyclists still account for just 0.6 percent of all commuters, some of the nation's largest cities have more than doubled their rates since 2000. Portland, Ore., had the highest bicycle-commuting rate at 6.1 percent, up from 1.8 percent in 2000. In Minneapolis, the rate increased from 1.9 percent to 4.1 percent.

The report also looks at the number of people who walk to work. After steadily decreasing since 1980, the percent of people who walk to work has stabilized since 2000. In 1980, 5.6 percent of workers walked to work, and that rate declined to 2.9 percent by 2000. However, in the 2008-2012 period, the rate of walkers remained statistically

unchanged from 2000. Among larger cities, Boston had the highest rate of walking to work at 15.1 percent.

The report highlights the trends and socio-economic and geographic differences between motorized and nonmotorized commutes. This report — the Census Bureau's first focusing only on biking and walking to work — is one of many that examines specific aspects of commuting, including workplace location, working from home, long commutes and specific travel modes.

## Biking to Work Highlights

- The West had the highest rate of biking to work at 1.1 percent, and the South had the lowest rate at 0.3 percent.
- Among large cities, Portland, Ore., had the highest bicycle-commuting rate at 6.1 percent.
- The median commute time for those who bike to work was about 19.3 minutes.
- Men were more likely to bike to work than women were. The rate of bicycle commuting for men was more than double that of women, 0.8 percent compared with 0.3 percent.
- 1.5 percent of those with an income of \$10,000 or less commuted to work by bicycle, the highest rate of bicycle commuting by any income category.

## Walking to Work Highlights

- The Northeast showed the highest rate of walking to work at 4.7 percent of workers.
  - Workers living in core cities walked to work at a rate of 4.3 percent, compared with 2.4 percent for workers in suburbs.
  - The median commute time for those who walk to work was 11.5 minutes, and they left their home at later hours than other modes.
  - Men walked to work at a rate of 2.9 percent compared with 2.8 percent for women.
  - Those with less than a high school degree had the highest rate of walking to work at 3.7 percent, followed by those with graduate or professional degrees at 2.7 percent.
  - 8.2 percent of those with an income of \$10,000 or less walked to work, the highest rate of walking to work by any income category.

